# SCHLEY ON THE STAND

The Admiral Testifies as to the Part He Took in the Battle of Santiago.

NARRATION OF A HISTORICAL EVENT.

Interesting Account of the Engagement From the Time of Its Beginning Until the End.

Scenes Before Cienfuegos Depicted and the Situation on His Arrival Off Santiago Narrated by the Distinguished Witness.

Washington, Oct. 25. — Adm. Schley Thursday took the stand in his own behalf at the court of inquiry, which is investigating his conduct as commander-in-chief of the flying squadron during the Santiago campaign. He was summoned a few minutes after the court convened at 2 o'clock for the afternoon session, and when the court adjourned at 4 o'clock, he apparently had gotten well under way in his testimony.

testimony.
The admiral then in answer to his coun-

During this time I explained to all the "During this time I explained to all the commanding officers that as it would be impossible to contrive a plan of battle that would meet unforeseen contingencies, the general plan of the squadron would be to cruise in line of battle and its general principle would be to attack the head and leading vessels, concentrating the fire upon them in order, first, to obtain the moral effect, and second, to throw them into confusion making a vice-

the head and leading vessels, contentration of the fire upon them in order, first, to obtain the moral effect, and second, to throw them into confusion, making a victory over them probably very much more successful and complete. I did that for the reason that the older plans of battle had all been to attack centers and rear, resulting in the escape usually of a part of each squadron. I felt that the attack of the head of a squadron, which was to some extent new, would involve the destruction of the whole fleet, and that was the general plan of action as explained to them on that occasion."

On May 12 or 13 he received orders from the secretary of the navy to proceed to Charleston, S. C. The squadron arrived there on the 16th and found orders from the secretary directing him to proceed to Key West and report to Commodore Remey for further instructions. He went to the Florida port at a 12 knot speed, that being the highest all the vessels of the squadron could make. The squadron at the time consisted of the Brooklyn, Massachusetts, Texas, Scorpion and Sterling, the latter being a collier. The admiral then related the particulars of the visit of Lieut. Wood of the Dupont, to him, on board the Brooklyn Massachusetts, Texas, Scorpion and Sterling, the latter being a collier. The admiral then related the particulars of the visit of Lieut. Wood of the Brooklyn Massachusetts, Texas, Scorpion and Sterling, the latter being a collier. The admiral then related the particulars of the visit of Lieut. Wood was in a pitiasid the Sterling was lost sight of the damiral then related how Lieut. Wood and handed him the dispatch and added: "I think he did me injustice when he spoke of my speaking disrespectfully of Adm. Sampson as Capt. Sampson. I used now the particular of the visit of Lieut. Wood was now pitias arduous duties on a torpedo boat. The admiral related how Lieut. Wood of the speak of the speak of the south side of Cuba. The flying squadron arrived at Key West on the 17th, the admiral related how Lieut. Wood of the spe ashore to pay his respects to Commodore Remey, after having saluted his flag. Continuing his narrative, the ad-

Whilst there the commodore showed "Whilst there the commodore showed me a telegraphic order from the honorable secretary of the navy directing me to proceed with all dispatch to the blockade of Havana. He also showed me a number of other dispatches, the purport of which, I remember, but the contents I do not. I hastened off on my way to the ship in the afternoon. I thought I saw the New York approaching. At all events, when I got an hoard determining

The admiral then in answer to his coungel proceeded to give a careful and detailed narrative of all the events of the campaign up to the battle of Santiago. He had not reached the stage of his testimony where he will tell of the battle, when the court adjourned for the day many of the spectators pressed forward and shook the admiral's hand.

"I was a commodore," the admiral began in response to Mr. Rayner's request for a narrative of the campaign, "and was ordered to command the flying squadron on the 28th of March, 1898, and served until the 20th day of June, of the same year, in that capacity."

He had taken command of the squadron at the Virginia port, he said that he had called the commanding officers of the vessels constituting that squadron together and then added:

"The plan of the campaign was threshed out. I put the squadron immediately upon a war footing, established pickets and patrols and also the masking of lights."

"During this time I explained to all the

May 23. This vessel, he said, had brought the dispatch from Adm. Sampson, which is designated as No. 8. This is the dispatch in which the commander-in-chief notified the commander of the flying squadron that the Spanish fleet probably was at Santiago, and directed him, "If satisfied that they are not at Cienfuegos to proceed with all dispatch to Santiago." The witness said he had received duplicate copies of dispatch No. 8, and said the identified the copy brought by the Hawk as the first received by marginal notes which had been made on the copy. The admiral referred to a memorandum from the Dolphin published in the appendix to the report of the chief of the bureau of navigation as follows:

"The Hawk has just reported from Cienfuegos with dispatches from Schley. Hood says a good number of the officers

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THE BOURSON NEWS, PARIS, KY., TUESDAY, OCTOBER 29, 1901.

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# DVER NIAGARA FALLS.

Woman Accomplished a Feat Never Before Attempted.

Mrs. Taylor's Trip Covered a Mile Ride Through the Canadian Rapids Refore She Reached the Brink of the Precipice.

Niagara Falls, N. Y., Oct. 25 .- Mrs. Annie Edson Taylor, 50 years old, went over Niagara falls on the Canadian side Thursday afternoon and survived, a feat never before accomolished, and never attempted, except n the deliberate commission of suicide. She made the trip in a barrel. Not only did she survive, but escaped without a broken bone, her only apparent injury being a scalp wound one and one-half inches long, a slight concussion of the brain, some shock to her nervous system and bruises about the body. She was conscious when taken out of the barrel. The loctors in attendance upon her Thursday night said that though she was somewhat hysterical, her condition s not at all serious, and that she probably will be out of bed within few days.

Mrs. Taylor's trip covered a mile ride through the Canadian rapids before she reached the brink of the precipice. Her barrel, staunch as a barrel could be made, was twirled and buffetted through those delirious waters, but escaped serious contact with rocks. As it passed through the smoother, swifter waters that rushed over the abyss, it rode in an aimost perpendicular position, with its upper half out of the water.

As it passed over the brink it rode at an angle of about 45 degrees on the outer surface of the deluge and descended gracefully to the white foaming waters, 158 feet below the brink.

Due to her calculations, the anvil fastened to the bottom of the barrel kept it foot downward, and so it landed. Had it turned over and landed on its head, Mrs. Taylor's head must have been crushed in and her neck broken.

The barrel in which Mrs. Taylor made the journey is 41/2 feet high and about 3 feet in diameter. A leather harness and cushions inside protected her body. Air was secured through a rubber tube connected with a small opening near the top of the barrel.

Mrs. Taylor is a school teacher and recently came here from Bay City,

### SIX INCH PLATE TESTED.

Three Shots Were Fired and the Deepest Penetration Was 23-4 Inches-Very Satisfactory.

Washington, Oct. 25 .- A six-inch plate from the Pethlehem works, representing Group No. 1 of the armor for the new battleship Ohio, was tested at the Indian Head proving grounds Thursday under the auspices of the navy bureau of ordnance. Three shots were fired, two at a velocity of 1,903 feet per second, the other at a velocity of 1,893 feet per second. The deepest penetration was 234 inches. The test was most satisfactory. As a result 400 tons of Kruppized armor will be accepted by the government.

### KING OF TROTTERS.

Crescens Broke the World's Mile Record for a Half Mile Track at Kansas City.

Kansas City, Oct. 25.—Cresceus king of trotters, broke the world's mile record for a half-mile track Thursday afternoon at the Kansas City Driving club's park, going the distance in 2:091/4, and clipping just one-quarter of a second off the best previous record made by him at Toledo two weeks ago. He made the ne wrecord in the very first trial. The time by quarters: 323/4, 1:041/2, 1:361/2, 2:091/4.

### OVER AN EMBANKMENT.

Cars Splintered in Small Pieces and Three Persons Probably Fatally Injured. Others Hurt.

Ottumwa, Ia., Oct. 25 .- Chicago, Burlington & Quincy Passenger Train No. 1 was wrecked two miles east of Extine Thursday. The entire train, consisting of a coach and mail and combination cars, with the engine, was thrown over a 40-foot embankment. The cars were all splintered in small pieces. There were nearly 30 passengers in the coach. Three were probably fatally injured and five others badly h irt.

Negro Burned at the Stake. Columbia, Miss., Oct. 25.-A Negro named Bill Morris, who assaulted Mrs. John Ball at Balltown, La., was burned at the stake Thursday. After being captured he made an effort to implicate others, but they soon proved their innocence.

Big Election Bet. New York, Oct. 25 .- Frank Farrell, the well-kown horseman, wagered \$25,000 against \$20,000 on the election of Shepard to the mayoralty. The Low end of the wager was taken by a prominent bookemaker named Geo.

Wheelock.

Peculiar Accident. Clarksville, Tenn., Oct. 25 .- A pecular accident occurred during a game of baseball at idaho, near here Ed slattery, one of the pitchers, broke

his arm while in the act of throwing